Security - no comment

Scuttling arrangements

The general approach of flooding to a slight negative buoyancy, (ie net weight which is still easily managed by cranes) is reasonable.

The detail needs addressing. How much water is required?

How long would this take through hoses on salvage connections?

If there is no hull venting are the high salvage connections shut?

Salvage Arrangements

I suggest the wording of paragraph one is a little strong. We do not have the experience to remove all doubts.

Again a lot of detail engieering would need to be carried out to ensure feasibility. The concept appears sound.

However from the paper, I am not clear exactly how the dewatering is to occur. Are the salvage connections the only hull penetrations used?

Is the water forced out by air at higher than ambient pressure? What quantities of air are involved?

If the water is displaced by air, careful consideration needs to be given to the recovery operation. To control the ascent it would be necessary to shut the hull connections to prevent the air expanding. Some kind of relief mechanism would then be required to prevent storage of a very large and potentially dangerous amount of energy.

Transport from Storage

I agree completely with the statement that "neither the MBTs nor the towing arrangements could be assumed to be operational".

Additional Work Required

I suggest we may need contract support to establish the engineering feasibility of the scuttling and recovery.

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jh